

**NORTHWEST ARCTIC
SUBAREA CONTINGENCY PLAN**

**SCENARIOS
SECTION**

PART ONE	Worst CaseF-1
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SCENARIOS: PART ONE - WORST CASE DISCHARGE

Situation: The M/V United Ocean, a freight ship, is offshore and enroute to the Delong Mountain Terminal of the Cominco/Red Dog Mine to onload a cargo of ore bound for British Columbia, Canada. For unknown reasons the vessel experiences a fire in the engine room and loses rudder control and propulsion. Prevailing winds and marginal sea conditions drive the vessel aground onto Little Diomed Island in the Bering Strait. The fire burns uncontrolled for over a day and the force of the grounding compromises the hull, resulting in a release of heavy fuel oil. The crew abandons ship and is rescued by a Coast Guard helicopter.

Location: Little Diomed Island, N65-45' / W168-56'

Date: Late July

Spill Information: There is a steady release of diesel fuel (4,000 gals/day) for two days, then slower release of 1,500 gals/day for the next several days. The vessel was carrying a total 300,000 gallons of diesel fuel and 141 gallons of lube oil.

Cargo Salvage: The ship is determined to be salvageable, although lightering cannot be accomplished due to the fire and general instability of the ship.

Sensitive Areas at Risk:

- Bearded Seals
- Spotted Seals
- Bowhead Whales
- Beluga Whales
- Sea Birds
- Herring
- Alaska Maritime National Wildlife Refuge

Weather: Overcast, Temp: 48F, Wind: Northern 40 knots, Visibility: 5 miles

Notifications: Vessel Captain issues SOS immediately after discovering the fire in the engine room. Coast Guard Air Station Kodiak along with MSO Anchorage were notified. MSO Anchorage notifies ADEC and other federal agencies along with Russian Government. Once notified ADEC begins to notify other state agencies (ADNR, ADF&G, ADMVA/DES).

Initial Response Actions: All initial command functions and communications will originate from the MSO Anchorage command center. A Unified Command is formed, consisting of the FOOSC, SOOSC and RPOSC (ship owner's representative via teleconference).

The vessel owner contacts the Coast Guard and ADEC and requests any and all assistance with the response effort. MSO Anchorage personnel advise the ship owner's representative of the legal responsibilities for spill response. The Unified Command agrees to activate Coast Guard BOA contracts with CISPRI, Chadux, Alaska Clean Seas, and also activate the Pacific Strike Team and request their assistance with the response.

MSO Anchorage requests immediate transportation via USCG C-130 or commercial charter aircraft to set up a forward command post at the scene. The exact location will be determined once Federal/State spill response staff arrive on-scene.

Within ADEC, response personnel communicate with natural resource trustee agency leadership to identify response priorities for booming containment. ADEC mobilizes primary spill response personnel from Anchorage and they, along with Coast Guard personnel, await immediate dispatch to the scene to provide on-scene information on the spill.

Command Center Establishment: The command center is activated in Anchorage, with plans to move the command center to Wales or Tin City. A facility will be chosen upon arrival to Wales depending on the needs of the Unified Command. The use of a Coast Guard cutter as a forward operating command post is also discussed.

Initial response personnel, consisting of MSO Anchorage and DEC staff, agree that it is a priority to establish a communications link between the forward command post and the command center as early as possible. This is initially accomplished by using cellular phones and telephones in the local area.

ICS Mobilization: The Incident Management Team (IMT) begins to form as additional personnel arrive at the initial command center. Agency involvement is still limited primarily to ADEC and the USCG. State and Federal resource agencies begin to work on identifying sensitive areas in the immediate area.

The Coast Guard Air Station in Kodiak dispatches a C-130 to Anchorage to transport USCG and ADEC personnel to the scene. Several staff members remain in Anchorage to continue manning the initial command center.

The FOSC mobilizes members of the Pacific Strike Team from California with spill response and Hazmat response equipment. The strike team responds with approximately 6 people, and they will arrive on-scene, via their own C-130 aircraft to Wales or Tin City, with most of the necessary equipment and resources to conduct all vessel response operations.

Staging Areas: The local airport at Wales or Tin City will be designated as the primary staging area for response equipment. An equipment check-in point, staffed with USCG and ADEC personnel, is established at the staging area to track equipment. The FOSC and SOSC coordinate with local community leaders in Wales, Tin City and nearby communities and inform them of on-going containment and cleanup actions.

Equipment Mobilization and Deployment: The FOSC recognizes that the RP may have limited resources to respond to the spill and initiates actions to augment the RP's response. The SOSC also initiates actions to augment the response. The State also provides the RP with a list of trained local responders that may be hired to assist with the response and shoreline cleanup effort.

On-Scene Response: During the initial hours following the spill, no government agencies have arrived on-scene yet due to the logistical difficulties of reaching Little Diomed. The Coast Guard has dispatched an air rescue helicopter and diverted a Coast Guard Cutter to the accident scene.

USCG personnel request that the NOAA Scientific Support Coordinator develop a spill trajectory. Although the amount of spilled oil is still uncertain, and weather conditions are dynamic, a reasonable trajectory is completed.

Local emergency response personnel provide assistance with setting up the forward command post in Wales or Tin City, and also help provide logistical support, office space, communications equipment, and other locally available resources.

A public information center will be set up in Wales or Tin City to address public concerns. The Coast Guard and State also activate Public Affairs staff to begin work on public outreach and to coordinate media coverage. During the first few days of the response, several different public information outlets may be established. However, as the IMT forms, a joint information center with federal, state and local public affairs representatives will be formed. As early as possible, the Public Information Officer(s) will work with communications and computer experts to establish an internet site to keep the public up-to-date on response activities, spill trajectory, and other situation specifics. A Unified Command web site (similar to that established during the M/V KIROSHIMA spill) will be established to keep the general public and home offices informed of the situation.

ADEC personnel formulate the initial SITREP, which is the situation report sent by ADEC to the other state resource agencies, federal agencies, and Juneau ADEC and Governor's offices, summarizing state actions so far. The ADEC public information office in Juneau uses the SITREP to develop an initial press release. The Coast Guard generates a POLREP, which is also a situation report serving essentially the same purposes as ADEC's SITREP, but for federal agencies.

Very early in the response, the Unified Command discusses the need to hire a historic property specialist to advise them of any important historical sites in the general vicinity of the spill that should be considered for protection, if possible. The Unified Command also approves contacting wildlife response organizations and other specialists in the event wildlife are affected by the spill.

The initial ADEC team brings a "crash kit" of office and planning supplies, laptop computers, and other office equipment into Wales or Tin City. They also bring their own PPE, mustang suits, etc. The limited support equipment is used to set up the forward command post, and oil spill response equipment is stored at the staging area overnight. Equipment transport is prioritized according to the needs on-scene, with operational equipment such as boom, anchors and PPE prioritized over other support equipment. Coast Guard and private aircraft, helicopters, and privately contracted vessels are used to transport equipment to the scene. Kodiak USCG Air Station continues to provide the primary logistics support for transporting and staging equipment.

Crews stage boom and other equipment at certain key shoreline locations to further prevent oiling of the shoreline. Oil-impacted shorelines will be assessed by SCAT Teams prior to dispatching shoreline cleanup crews.

As the response proceeds, additional personnel begin to arrive on-scene and the IMT continues to expand. An initial incident action plan has been developed by the Unified Command.

Communications: Telephone communications from Wales, Tin City, and Diomedes to Anchorage, as well as ship to shore communications from the on-scene Coast Guard Cutter, remain the primary means of field communications. It will take a few days to establish a complete communications system to support the on-scene response. VHF radios, supported by portable repeater systems, are used as an optional field communications capability.

Wildlife Protection and Response: The SOSC and the FOSC have both notified the appropriate Natural Resource Trustee Agencies. USFWS, ADNR, NMFS and ADFG wildlife experts arrive at the command center with other ADEC personnel.

Local residents arriving on-scene (via private vessels), anxious to assist with wildlife protection and rescue, are directed through the IMT Planning Section (volunteer coordinator) to the contracted wildlife response groups. Volunteers are dissuaded from interfering with ongoing wildlife response operations.

Wildlife responders arrive on-scene with hazing kits and other support equipment. The Logistics Section works with wildlife responders to identify potential locations for wildlife collection, cleaning and rehab stations, and the Unified Command begins to direct the development of a disposal plan for any dead wildlife.

Wildlife responders consider the viability of hazing threatened wildlife populations. This decision is made on a site-by-site basis, contingent upon a variety of considerations and supported by the necessary permits. The major priorities for wildlife responders continue to be capturing and treating injured wildlife and collecting carcasses before they can be consumed by other animals.

Cleanup and Recovery: As people arrive on scene and boom deployment is accomplished, the focus of the response will begin to switch from protection to oil removal and recovery. Attention is also given to lightering the remaining fuel off of the vessel once conditions allow.

After the first influx of boom and other initial response equipment, storage equipment for holding recovered product is transported to the scene. Temporary storage bladders arrive, and a barge with a storage capacity of over 100,000 gallons is contracted by the RP and dispatched to the scene.

Recovery concerns include protecting resources and further cleanup of impacted shoreline. Disposal of recovered product and contaminated equipment and debris will also become an issue. Oily wastes and debris are transported to the staging area for subsequent disposition. The Responsible Party contracts with a salvage company to begin salvage operations.

Personnel Considerations: Initially, lodging and food will be obtained in Wales and Tin City.